

## 4.4 1997 ECONOMIC DEVELOPMENT SURVEY AND RESULTS

## ***Lake City Business District - Business Survey & Economic Analysis***

### ***Business Survey: Key Findings***

To better understand the priorities and opportunities for Lake City's businesses and the overall business district, a survey was conducted in June of 1997. A total of 397 surveys were distributed to all commercial businesses **along** the Lake City Way Northeast corridor from Northeast 145th Street to Northeast 95th Street. The corridor included businesses between 34th Avenue Northeast and 35th Avenue Northeast. A total of 186 surveys were completed and analyzed. This is a return rate of 47%.

### **Business Profile**

- **Type of Business in Lake City:** 45% are retail and 15% are professional services. By comparison with other Seattle area business districts, **Lake City has one of the most diverse** business districts in **Seattle**.
- **Years in Business in Lake City:** Average: 14.72 years in Lake City. By comparison, Lake City is **one of the most stable and mature business districts in the area**.
- **Ownership vs. Renting of Business Space in Lake City:** 26% own their business space
- **Square Footage of Business Space in Lake City:** Average - 5,695 square feet
- **Full Time and Part Time Employees:** Average - 10 full time and 2 part time employees
- **Residence of Owner of Lake City Business:** Lake City - 16% of business owners

### **Satisfaction with Doing Business in Lake City**

<b>Satisfied:</b>	<b>42%</b>	
<b>Very Satisfied:</b>	<b>32%</b>	
<b>Somewhat Satisfied:</b>	<b>21%</b>	<b>Total: 94% - Somewhat Satisfied+</b>
<b>Somewhat Dissatisfied:</b>	<b>3%</b>	
<b>Very Unsatisfied:</b>	<b>3%</b>	

### **Level of Satisfaction of Businesses in Seattle Business Districts**

<u>District</u>	<u>% Very Satisfied</u>	<u>% Somewhat or Very Dissatisfied</u>
Lake City	32%	6%
Rainier Avenue	41%	16%
Broadway	43%	15%
Roosevelt	51%	7%
15th Avenue	55%	3%
Queen Anne	56%	5%

Of these seven business districts, Lake City has by far the fewest number of businesses who are very satisfied with their business location. It appears that most businesses **think that Lake City is a "good" or "OK" place to do business.**

## Sales

- Lake City's diversity of businesses is again reflected in annual sales. Nearly 25% of the businesses are extraordinarily small - and potentially very fragile - with annual sales under \$100,000. Over nearly 30% of Lake City's business report annual sales of more than \$1 million.

### Trends in Lake City Business Sales During Past Three Years

Dramatically increased	9%	
Grown steadily	44%	53% grown steadily+
Remained about the same	34%	
Decreased slightly	8%	
Dramatically decreased	4%	

- By comparison, **Lake City's business sales are reported by businesses to be slightly higher than other key Seattle neighborhood centers.** However, the number of businesses (17%) who reported slightly or dramatically decreasing sales in the past three years in the area between 115th and 95th is cause for concern.

### Projected Business Sales Over Next Five Years

Dramatically increase	12%	
Grow steadily	59%	71% grow steadily+
Remain about the same	24%	
Decrease slightly	3%	
Dramatically decrease	1%	

- The number of businesses (31%) who project slightly or dramatically decreasing sales in the next five years in the area between 115th and 95th is cause for concern.
- In the next one to three years, do you anticipate **expanding**: Yes - 36% (64 businesses)
- Will you move your business outside of Lake City: Yes - 13% (23 businesses)

## Customers

- Percentage of Sales from Customers/Clients Who Live in Lake City:** Average. 38.26. **Lake City is a destination business center** that significantly takes advantage of its central location and the high traffic volumes along Lake City Way.
- Businesses in the corridors between 115th and 95th are significantly less dependent on Lake City residents for their customer base.

### Other Top Areas that are Customers/Clients of Lake City Businesses

<u>Area</u>	<u>Number of Mentions</u>
Seattle	35
Bothell	23
Puget Sound area	20
Everywhere/all over	19
Northend	18
Nationwide	17
Shoreline	15

## Why Locate in Lake City

- According to its businesses, **location, convenience to home, high traffic counts and inexpensive rents** are the biggest reasons why businesses have opened in Lake City. This question again shows how much of a destination Lake City is as a business district. Access to the local market was rated only the seventh highest factor.

## Overall Priorities to Improve Lake City Business District

1. <b>Security</b> and Public Safety	5.99
2. Maintenance	5.88
3. Business District Improvements	5.79
4. Retaining Existing Businesses	5.70
5. Improvements <b>to</b> Buildings	5.57
6. Attracting New Businesses	5.51
7. Marketing and Public Relations	5.26
8. Parking	5.09
9. Street Amenities	4.78
10. Better Public Transportation	4.32
11. Additional Housing	2.85

## Percentage who rated a given priority a “6” and “7” - very high priorities

Security and Public Safety	69%
Maintenance	86%
Retaining Existing Businesses	63%
Business District Improvements	61%
Attracting New Businesses	58%
Improvements to Buildings	54%
Marketing and Public Relations	50%

## Current Opportunity

- According to the respondents, **taking advantage of its location, promoting Lake City to improve its image, cleaning up and improving the appearance of the district and its businesses and attracting new businesses to Lake City** were seen by the majority of businesses as the biggest opportunities for the neighborhood.

## Current Threat

- According to those responding to the survey, **crime and public safety issues continue to be the biggest current threat** to the economic success of the Lake City business district. This was followed by rundown properties and maintenance, traffic and lack of parking.

## One Word Description

- When asked for a one word description of Lake City, its businesses indicated that it is a business **district in transition** with businesses expressing nearly as much negative sentiment as positive. The **most common repeated words to describe the district were “ok” and “old.”**

## Future Activities and Amenities

- Regarding attracting specific types of businesses, virtually all of the interest focused on **retail and professional services**. Only three comments mentioned the creation of light industrial/manufacturing jobs in Lake City.
- Regarding future activities and amenities, the majority of comments focused **on efforts to attract more upscale, name retailers to the business district**. This was closely followed by an interest in

seeing more **upscale and diverse restaurants** move into the business district. Third tier of responses focused on three areas - **creating more family entertainment, including a movie theater, in the district, developing professional office space and creating more promotion activities** (street fairs, picnics, sales events, holiday promotions, etc.)

- Very **few comments addressed the amenities question**. These comments focused primarily increasing pedestrian amenities, making improvements to buildings and adding parking.

## Advertising and Promotion of Businesses

- By far the two most common tactics used by Lake City businesses to promote their business are **using the yellow pages and promoting through word of mouth advertising**. The second most popular advertising vehicle was newspapers. The third most popular vehicles were radio advertising and direct mail.

## Interest in Lake City Marketing Programs

- Overall, businesses responded that there were **very interested in participating in an overall campaign to promote Lake City as a place to shop**. This interest is reflected in the following:

Advertising with a similar business	26%
Advertising as a neighborhood cluster	53%
Promoting Lake City as a place to shop	72%

## Participation in Community Events

- Less than 25% of all Lake City- businesses indicated that they were active in local events.

## *Economic and Trade Area Analysis*

This discussion examines the existing and projected business, economic and population levels in the Lake City trade area. The purpose of the analysis is to assist in identifying existing commercial activities, local buying power, current retail and service configurations, market trends and business characteristics. Working with the Lake City project study committee, the general trade area was defined as that area which extends north to south from 145th to 95th and east to west from 15th Avenue to Lake Washington.

## Lake City Business District Economy

- The data indicates that **business activity in the Lake City area totaled almost \$1.9 billion in 1996**.
- **Wholesale was the leading revenue generator in the Lake City economy**. The area's 99 **wholesale businesses** generated \$582 million in sales, almost 31% of total economic activity and **was the largest revenue generator** in Lake City. The 72 firms dealing in durable goods employed 689 people and generated \$310 million in sales in 1996. The 27 firms specializing in non-durable goods employed 370 people and generated \$272 million in sales.
- **Finance, insurance and real estate (FIRE) was the second largest revenue generator**. An estimated 103 FIRE firms generated \$330 million in sales and employed 1,374 people in 1996. Insurance and real estate firms employed 902 of the persons working in these areas. Credit institutions generated \$98 million in revenue and employed 79 persons. Depository institutions employed 187 persons and had \$73 million in sales.
- **Services** comprised more than 17% of business activity in 1996 and the **third largest revenue generator**. An estimated 604 firms generated \$328 million sales and employed about 4,830 people. Forty-one percent of the sales (\$134 million) and 33% of the employees (1,614 persons) were in the business district.

health services area. Another \$43 million in sales was in the business service area. Engineering, accounting and other professional services generated \$48 million in sales and employed 504 persons. The 361 legal service employees in the area generated \$41 million in sales.

Personal service sales in the Lake City area were just \$8 million. Auto repair services captured \$15 million in sales. More than \$100 million of all service activity was in business to business areas such as professional and business services.

- **Retail ranked fourth in revenue generation.** A total of 245 firms employed 2,890 persons and generated \$319 million in sales, an average of more than \$1.2 million in sales per outlet. Retail sales were skewed by high food store and automobile dealership sales. The area's 28 food stores generated \$49 million and employed 252 persons. Lake City's 23 auto dealerships and gas service stations enjoyed \$78 million in sales, an average of almost \$3.4 million per outlet.

Home furniture and furnishings was also a major revenue generator. The 34 stores in this retail sector captured \$58 million in sales while employing 329 persons. Miscellaneous retail<sup>1</sup> accounted for another \$44 million in sales. An estimated 457 persons worked in this retail sector.

- **Manufacturing was the fifth largest business sector.** A total of 58 manufacturing firms generated \$195 million in sales, slightly more than 10% of total business activity. An estimated 1,490 persons work in manufacturing. Food and related products had the totaled \$42 million in 1996. One hundred eighty-five persons worked in this sector. Printing and publishing employed 216 persons and had \$25 million in sales. Industrial machinery had \$21 million in sales while employing 151 persons. Transportation equipment was the largest employer. Lake City's two transportation firms employed 278 persons and had \$12 million in sales. **Lake City is one of the few remaining neighborhood business districts in Seattle with a fairly healthy manufacturing sector.**

## Household Trends

- There are an estimated 27,000 persons currently living in Lake City, an increase of 8.2% since 1990. Population is expected to increase an additional 5% by 2002 to 28,441 persons. The number of households increased 8.8% between 1990 and 1997 and will increase another 5.55 by 2002.
- Housing units have kept pace with population and household increases. The number of housing units grew from 10,744 in 1990 to an estimated 11,660 in 1997 an increase of 8.5 percent. The number of housing units is expected to grow to 12,302 by the year 2002.
- Estimated average household income in the Lake City area is \$61,588 and is expected to increase to \$76,871 by year 2002. By comparison, the City of Seattle average household income in 1996 was \$52,309.
- Twelve percent of the households, about 1,300 homes, have incomes of less than \$15,000 annually. This number is expected to drop to 1,168 homes by the year 2002. Another 1,283 households, 11.5% of the total, have incomes between \$15,000 and \$25,000. This number will also decline by within the next five years. The largest income segment is between \$25,000 and \$50,000 annually. Forty percent of the households in the Lake City area have incomes in this range. The percentage of households in this range is also expected to decline by the year 2002.
- **Twenty-five percent of households have annual incomes between \$50,000 and \$100,000.** Another 12% have incomes in excess of \$100,000 annually. The percentage of households in these two categories is expected to increase by the year 2002 to 27% and 19% respectively.

---

<sup>1</sup> Miscellaneous retail is a large, generalized category that includes business ranging from gift shops to drug stores to antique malls. It customarily accounts for a significant portion of an area's retail sales.

## Consumer Spending Patterns

- In the study area, three areas - shelter, transportation and food and drink - account for 65% of consumer expenditures. The remaining **35%**, of service sales are distributed among entertainment, apparel, health care and other categories. **Estimated total expenditures were more than \$4 million annually.**
- The estimated retail sales in Lake City were in 1996 were \$319 million. Service sales were more than \$328 million. **These numbers suggest that Lake City is attracting a large number of business from outside the area.** Consumers come from the surrounding areas to shop in Lake City stores for selected products and services.
- Four areas, food stores, auto dealerships, home furniture and furnishings and miscellaneous retail outlets account for 72% of the area's retail sales activity and 62% of the retail outlets. Health services constitute 22% of the total service establishments and generate 41% of service sales. Business and professional service organizations comprise 45% of the service outlets and generate about 41% of total sales. The 405 consumer **service** stores generate approximately \$59 million in sales, an average of slightly more than \$146,000 per outlet.

## Conclusions

- **'Lake City enjoys one of the most diverse economies of any business district in Seattle.** The business district has a strong foundation in the wholesale, FIRE, retail (particularly its automobile, food and furniture sectors) and service areas. Its business base attracts customers from throughout the region. In addition, the local population has an annual average household income that is **not** \$10,000 higher than the Seattle average.
- **Lake City's central location, combined with a growing population with disposable income, combine to make it an attractive market for existing and potential businesses.**
- **Lake City should focus its efforts on building on the strengths and niches of its existing, diverse business base.** Primary economic strategies should be targeted to assist existing businesses grow and prosper. This strategy will indirectly lead to opportunities to attract new investment.
- In addition, **greater emphasis should be given to capturing more of the local convenience market. Providing** additional personal and repair services **could** contribute substantially to this market. Finally, **opportunities to expand its wholesale base should be pursued.**

## 4.5 NEIGHBORHOOD TRAFFIC VOLUMES AND PATTERNS

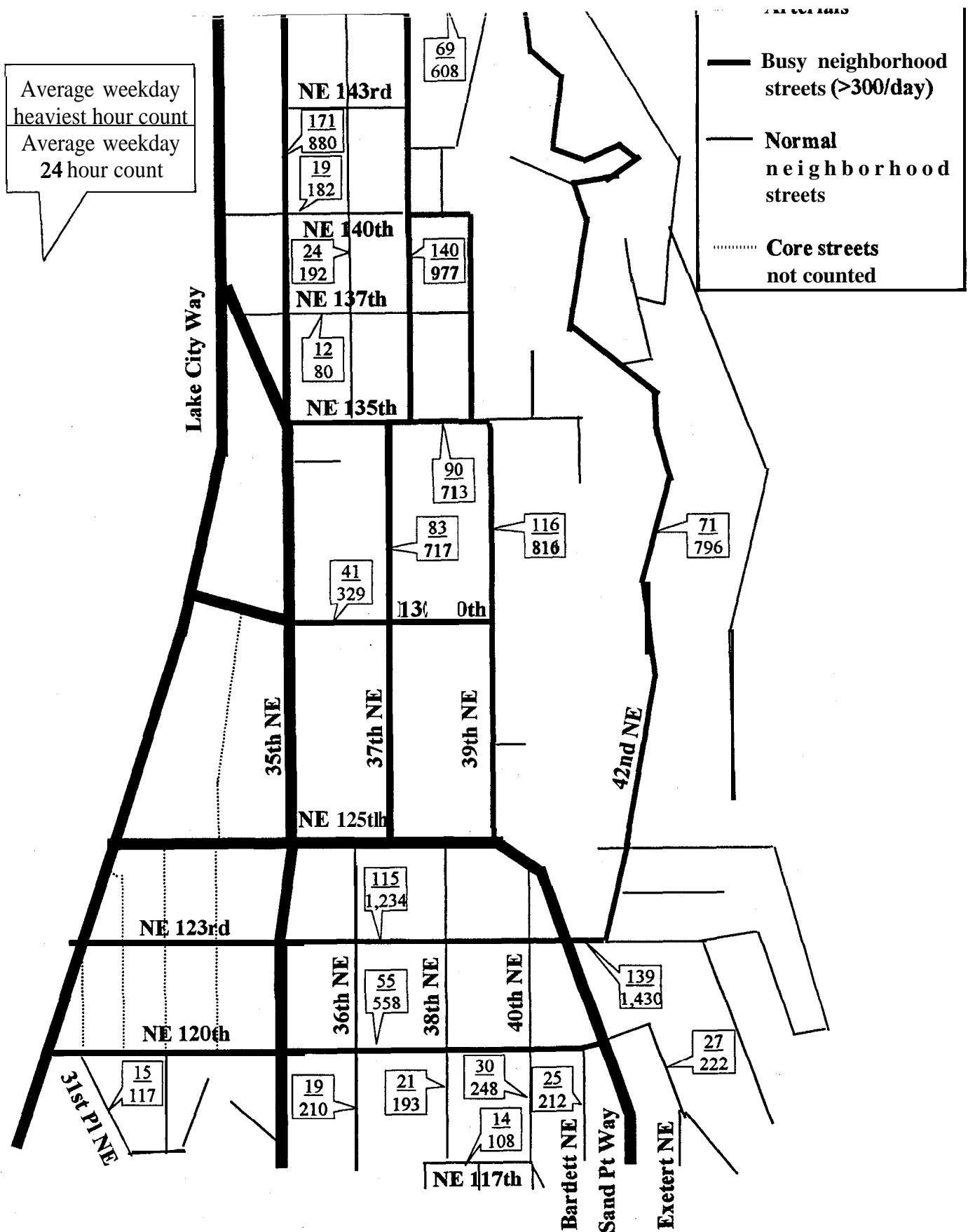
The following traffic counts were performed on neighborhood (non-arterial) streets. Traffic was counted on non-holiday weeks between 10/97 and 4/98. The weekly counts were averaged to daily and peak (heaviest) hour counts.				
Street	Between	Avg Peak Hour Vols	Avg Day Vols	
NE 98th	20th & 23rd NE	215	2,210	
NE 105th	27th NE & Ravenna	180	1,918	
NE 105th	39th & 40th NE	186	1,898	
NE 115th	19th & 20th NE	171	1,745	
NE 115th	36th & 38th NE	147	1,651	
NE 115th (2)	20th (S) & 20th (N) NE	161	1,480	
NE 123rd	Sand Pt Way & 42nd NE	139	1,430	
NE 137th	19th & 20th NE	115	1,267	
NE 123rd	36th & 38th NE	115	1,234	
NE 105th	32nd & 35th NE	112	1,203	
27th NE	NE 130th & 133rd	106	1,115	
NE 98th	32nd & 35th NE	97	1,017	
NE 130th	23rd Pl & 25th NE	112	1,014	
37th NE	NE 137th & 140th	140	977	
19th NE	Brockman Pl & NE 130th	95	914	
35th NE	NE 140th & 143rd	171	880	
20th NE	NE 133rd & 135th	101	851	
NE 127th	26th & 27th NE	104	831	
20th NE	NE 140th & 143rd	109	828	
NE 135th	20th & 22nd NE	80	822	
39th NE	NE 130th & 135th	116	816	
30th NE	NE 110th & 113th	92	806	
42nd NE	NE 125th & 135th(13200)	71	796	
NE 97th	48th & 49th NE	87	785	
Pinehurst Way NE	NE 120th & 123rd	84	773	
NE 137th	25th & 26th NE	75	761	
NE 143rd	19th & 20th NE	76	755	
37th NE	NE 130th & 135th	83	717	
NE 135th	37th & 39th NE	90	713	
45th NE	NE 97th & 100th	69	653	
25th NE	NE 113th & 115th	60	615	
NE 145th	37th & 38th NE	69	608	
31st NE	NE 110th & 113th	126	603	
NE 120th	36th & 38th NE	55	558	
Goodwin Way NE	NE 113th & 17th NE	54	547	
Exeter NE	NE 110th & 113th	55	537	
NE 100th	32nd & 35th NE	61	501	

Street	Between	Avg Peak Hour VoIs	Avg Day VoIs	
NE 100th	21st NE & Lake City Way	46	496	
NE 97th	12th & 15th NE	52	491	
20th NE	NE 104th & 105th	49	490	
25th NE	NE 130th & 133rd	49	483	
25th NE	NE 117th & 120th	52	465	
NE 120th	22nd & 23rd NE	48	458	
42nd NE	NE 96th & 98th	51	452	
NE 117th (2)	22nd & 23rd NE	50	439	
27th NE	NE 97th & 98th	43	426	
NE 143rd	25th & 26th NE	54	421	
NE 117th	28th & 30th NE	47	416	
26th NE	NE 115th & 117th	47	414	
NE 106th	Alton NE & Sand Point Wy	45	402	
NE 100th	12th & 15th NE	41	388	
NE 140th	25th & 26th NE	47	387	
NE 117th	22nd & 23rd NE	43	384	
27th NE	NE 140th & 143rd	41	384	
28th NE	NE 115th & 117th	49	383	
23rd NE	NE 105th & 107th	40	376	
NE 98th	38th & 40th NE	41	373	
17th NE	NE 140th & 143rd	47	367	
NE 97th	46th NE & Sand Pt Way	40	352	
32nd NE	NE 97th & 98th	39	349	
39th NE	NE 105th & 110th	47	348	
NE 104th Way	Lakeview Ln & Lake City Wy	36	345	
NE 103rd	Sand Pt Wy & 48th NE	38	344	
23rd NE	NE 113th & 115th	37	342	
NE Brockman Pl	17th & 19th NE	38	338	
NE 130th	35th & 37th NE	41	329	
NE 107th	19th & 20th NE	35	321	
NE 107th	Durland & Exeter NE	34	321	
38th NE	NE 110th & 113th	37	316	
Lakeshore Blvd	NE 97th & 100th	34	315	
NE 107th	28th & 30th NE	34	300	
40th NE	NE 95th & 96th	34	288	
25th NE	NE 140th & 143rd	40	280	
19th NE	NE 113th & 115th	30	278	
40th NE	NE 100th & 103rd	29	272	
NE 98th	12th & 15th NE	31	262	
23rd NE	NE 117th & 120th	31	254	
40th NE	NE 117th & 120th	30	248	
NE 103rd	32nd & 35th NE	28	238	



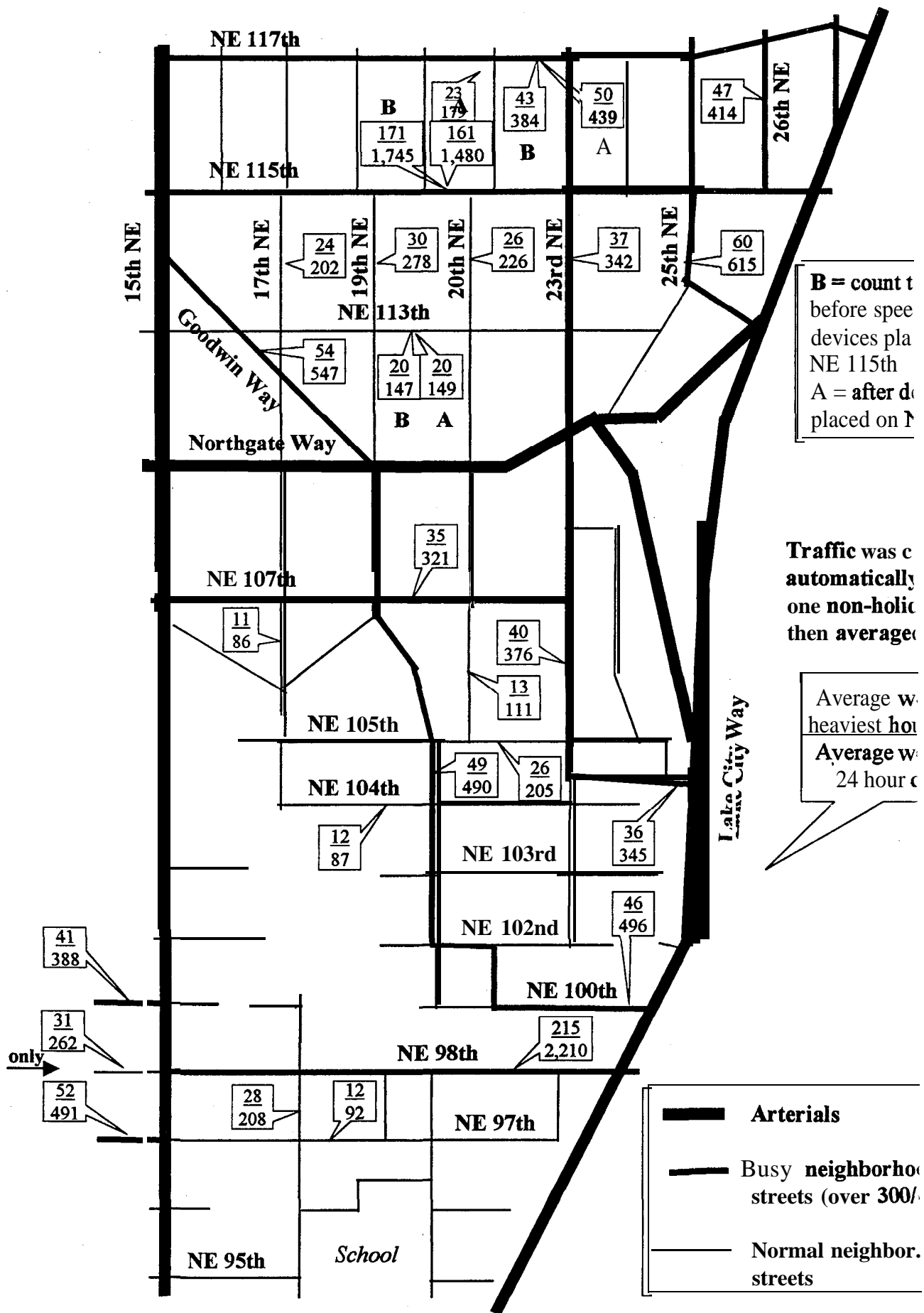
street	Between	Avg Peak Hour Vols	Avg Day Vols	
Alton NE	NE 105th & 107th	25	237	
20th NE	NE 113th & 115th	26	226	
23rd NE	NE 130th & 133rd	26	226	
Exeter NE	Sand Pt Way & Durland NE	27	222	
17th NE	NE 117th & 120th	28	220	
NE 105th	Sand Pt Way & Duriand NE	25	219	
23rd NE	NE 140th & 143rd	27	212	
Bartlett NE	NE 115th & 120th	25	212	
27th NE	NE 110th & 113th	27	210	
36th NE	NE 115th & 120th	19	210	
17th NE	NE 97th & 98th	28	208	
NE 105th	20th & 23rd NE	28	205	
17th NE	NE 113th & 115th	24	202	
231-d PL NE	NE 140th & 143rd	24	200	
40th NE	NE 110th & 113th	28	194	
38th NE	NE 117th & 120th	21	193	
36th NE	NE 137th & 140th	24	192	
46th NE	NE 97th & 100th	28	189	
20th NE	NE 117th & 120th	24	189	
19th NE	NE 140th & 143rd	24	186	
NE 140th	36th & 37th NE	19	182	
24th NE	NE 140th & 143rd	23	179	
Alton NE	NE 110th & 113th	20	176	
28th NE	NE 110th & 113th	21	166	
38th NE	NE 100th & 103rd	17	165	
NE 113th (2)	19th & 20th NE	20	149	
NE 113th	19th & 20th NE	20	147	
16th NE	NE 117th & 120th	24	146	
43rd NE	41st & 44th NE	19	140	
NE 133rd	26th & 27th NE	19	137	
Lakeside NE	NE 107th & 113th	16	136	
32nd NE	NE 100th & 103rd	17	124	
44th NE	NE 103rd PI & 104th PI	15	124	
19th NE	NE 117th & 120th	17	121	
31st PI NE	NE 118th & 120th	15	117	
48th NE	NE 97th & 100th	16	116	
Bartlett NE	NE 110th & 113th	12	113	
20th NE	NE 105th & 107th	13	111	
NE 117th	38th & 39th NE	14	108	
NE 100th	Sand Pt Wy & 48th NE	15	105	
NE 100th	38th & 40th NE	16	95	
NE 97th	17th & 19th NE	12	92	
NE 104th	17th & 20th NE	12	87	
17th NE	NE 106th & 107th	11	86	
Duriand NE	NE 107th & 110th	11	84	
49th NE	NE 97th & 100th	13	84	
NE 137th	35th & 36th NE	12	80	
NE 113th	38th & 40th NE	11	80	

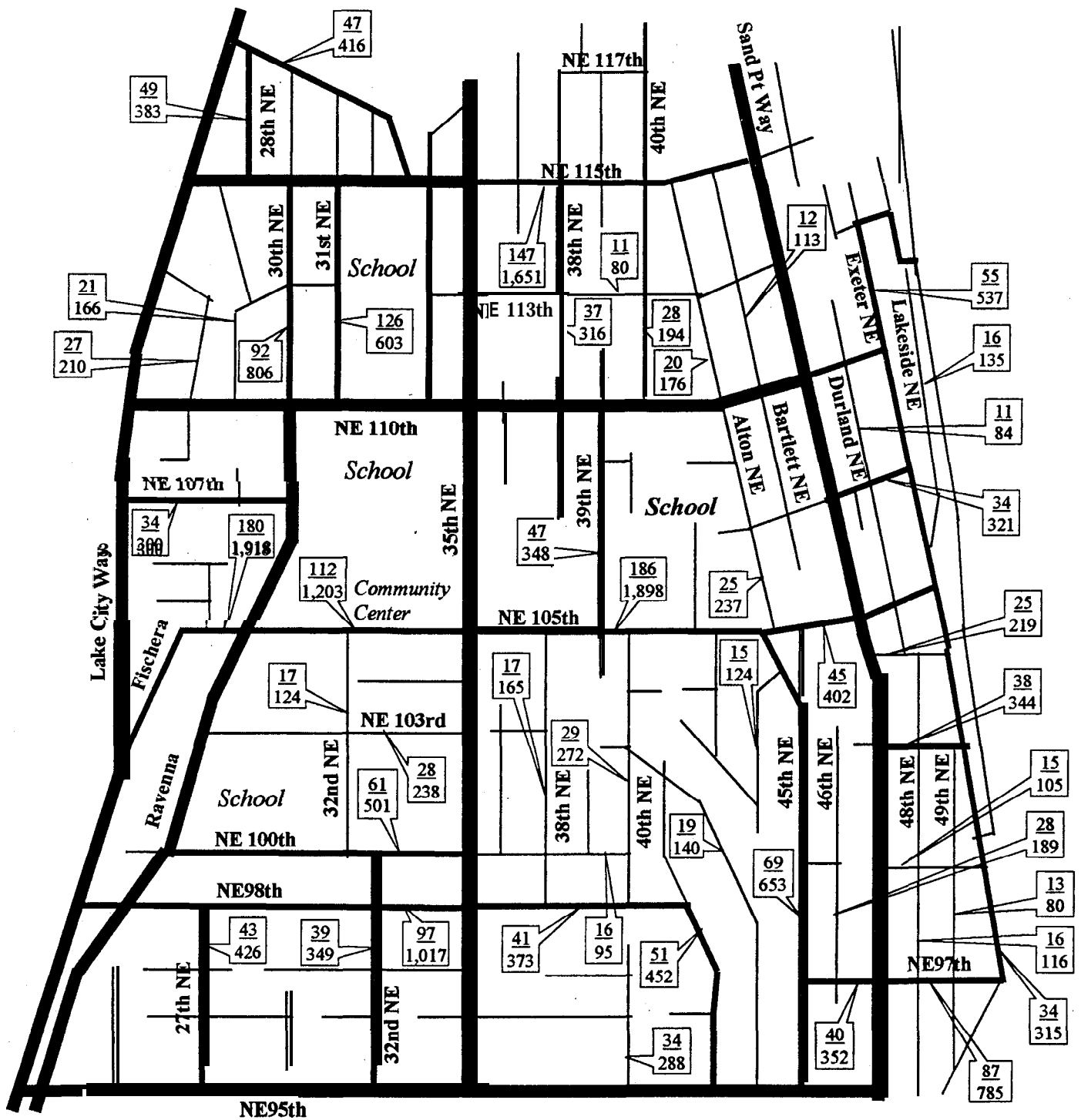
Street	Between	Avg Peak Hour Vols	Avg Day Vols	
NE 140th	19th & 20th NE	11	75	
26th NE	NE 140th & 143rd	8	65	
28th NE	NE 140th & 143rd		43	



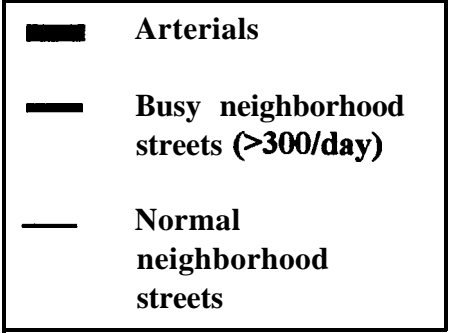
**Northeast Quadrant Neighborhood Traffic Patterns**

## Southwest Quadrant Neighborhood Traffic Patterns

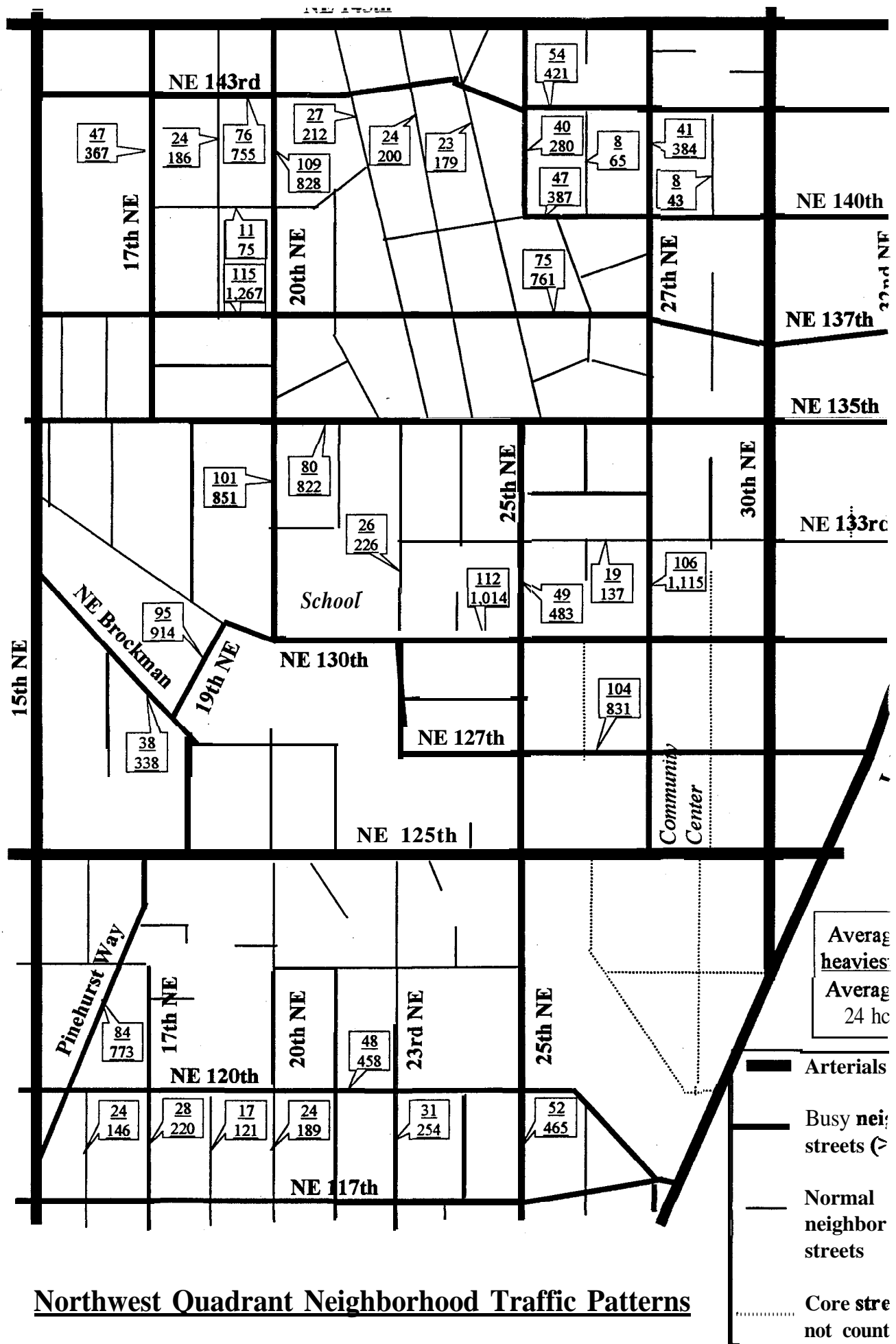




Average weekday  
heaviest hour count  
Average weekday  
24 hour count



**Southeast Quadrant Neighborhood Traffic Patterns**



#### 4.6 OPEN SPACE WORK GROUP RECOMMENDATIONS

##### *EXISTING PARKS AND OPEN SPACES*

1. Last Open Space – Support development of children's play area, plaza area, picnic space, foot path, natural habitat area, and creek diversion and daylighting.
2. Cedar Park – Support development of children's playground.
3. Davis Park – Create safer and more inviting space by removing brick walls, providing more open access, lowering berms, removing trees strategically, providing seating for summer concerts and activities, installing better lighting, and better signage, OR relocate and redevelop as part of a Civic Core Plaza/Open Space.
4. Lake City Park – Create better connection to sidewalks and pedestrian passageways from surrounding commercial areas, lower and/or remove walls to provide more visibility into site, and enhance with seating and areas for plants.
5. Lake City Playground – Plant conifers on west side of park along with native shrubs but not too densely that it compromises safety. Add water feature and a path through the conifer grove. Improve signage at NE 125<sup>th</sup> and Lake City Way to direct people to the park. Start an annual community event for this site. Install irrigation system for maintaining health of trees. Upgrade some play structures.
6. Homewood Park – Triangle across the street could be developed to better relate to the park entrance and enhance streetscape. Flowering plants and shrubs are needed along back of Peking Garden restaurant to improve 28<sup>th</sup> Avenue NE. Develop picnic area at top of slope in the park. Restore wetland in floodplain along Thornton creek and add conifers to help stabilize steep slope. Enhance fish and bird habitat with more woody debris, boulders, and more diversity of vegetation. Remove invasive plants.
7. Victory Heights Park – Upgrade field and make improvements as needed to Field House. Find ways to support efforts by Victory Heights neighborhood.
8. Meadowbrook – Maintain sports fields, creeklet, and wetland. Upgrade the old community center and support new and continuing programs for youth. Upgrade track at Nathan Hale and provide areas for other sports uses as well. Provide seating area for spectators.
9. Jane Addams – Upgrade lower level area for field space for local little leagues, T-ball, and other recreational sports such as volleyball, pick-up soccer, and Frisbee. Install amphitheater in the upper level.

10. Meadowbrook Detention Project – Ensure Seattle Public Utilities continues to manage the site and maintain a healthy environment for public use as well as wildlife use. Create another entrance/exit on south side and provide loop connection.
11. Ravenna-Blindheim Natural Area – Ensure Seattle Public Utilities finishes fish passage project under Lake City Way at NE 100<sup>th</sup> in the park, re-vegetates with native plants and trees, and resolves bank undercutting, slope slides, and erosion. Work with Seattle Audubon or other organization to develop educational/program center and preserve historical building on west side of site.
12. 95<sup>th</sup> Street Natural Area – Preserve habitat remnants in the ravine and restore the rest. Property has been acquired by Seattle Parks and Recreation Department.
13. Burke Gilman Trail – Preserve and enhance vegetative corridor and resolve encroachments.

#### *POTENTIAL IMPROVEMENTS*

1. 28<sup>th</sup> Street Urban Orchard -A system of street ends where a tributary of Thornton Creek runs north and south, both daylighted and culverted. Fruiting trees could be planted to both enhance these neighborhood streets as well as provide fruits and nuts for local residents.
2. Street End 31<sup>st</sup>/NE 1 33<sup>rd</sup> – Little Brook Creek daylights on the eastern side of dead end street. Property owner of car lot is interested in **selling property** on east side of stream bank to expand buffer and provide a local pocket park. An easement would be needed to provide public access from Lake City Way.
3. Gathering Space/Plaza on NE 130<sup>th</sup> – Develop planted area on north side of Clark's Office Supply to become partial plaza and partial garden area with benches. This would further enhance the Lake City Commercial core, provide a nice place to wait for a bus, and provide opportunities for community building.
4. 33<sup>rd</sup> Avenue NE Greenstreet – Develop a Type III street that still has access to vehicular traffic, but controlled to increase pedestrian safety. Provide planted sidewalks and other pedestrian amenities. Daylight Little Brook Creek where possible, or create water conveyance that assimilates function of Little Brook Creek and use as landscape enhancements as the area is redeveloped. Create a pocket park around the existing daylighted portion and connect to Fortune Development pedestrian areas.
5. Civic Core Plaza/Open Space – Create an open area, Town Square in association with the Civic Core that would be easy to access from other Civic Core facilities like the Library and the Community Center. Use a large open grassy and landscaped area as well as a large plaza space in order to accommodate a Farmer's Market, Arts and Crafts Fairs, Summer Concerts, Heritage and Holiday festivals, and other community events.



6. Lake City Community Center – Reconfigure and expand to accommodate both indoor and outdoor activities for all ages. Develop programs for youth and seniors. Accommodate community activities and events.
7. 28<sup>th</sup> Street Pedestrian Corridor – Create a strong pedestrian passage way from the Library and Civic Core area to Homewood Park at NE 120<sup>th</sup> and Lake City Way. Use meandering pathways enhanced with planted beds. Use creative and artistic signage and structures to designate beginning and end of route.
8. Triangle on NE 125<sup>th</sup>/Sandpoint – Create a small pocket park to enhance arterial and create a gathering place for bus users.
9. 35<sup>th</sup> Avenue NE Greenbelt and Park between NE 1 17<sup>th</sup> and NE 120<sup>th</sup> – Work with Seattle Parks and Recreation to acquire property. Restore Little Brook Creek Tributary for fish and bird habitat. Develop neighborhood children's play area on 36<sup>th</sup> Avenue NE side of site.
10. Fish Ladder Restoration and Park Extension – Acquire parcels on NE 11 7<sup>th</sup> and Lake City Way to extend the passive open space from across Lake City Way to the west. Restore fish ladder and create an outlook. Create a small interpretive center about salmon.
11. Olympic Hills Garden – Work with school staff to develop unused space at Olympic Hills into a learning garden for students. (Use Decatur as model).
12. 130<sup>th</sup> Street Pedestrian Corridor – Enhance route from Civic Core area through sidewalks and tree plantings to establish a safe walkway for students and neighborhood residents.
13. Street End NE 1 1 3<sup>th</sup>/36<sup>th</sup> Ave NE – Protect confluence of Little Brook Creek and resolve fish passage problem. Restore habitat vegetation. Develop street end as local neighborhood pocket park.
14. Kramer Creek Street End – Define pedestrian trail that neighborhood has informally used. Restore native plant vegetation and provide stronger protection for Kramer Creek at this entrance point to neighborhood from Lake City Way.
15. NE 1 00<sup>th</sup> Natural Area and Detention Project – Work with Seattle Public Utilities to acquire property, remove existing older homes, and restore the course of Thornton Creek, providing space for detention to reduce flooding and erosion problems downstream. Provide trail system and public access points to enhance enjoyment and help protect restoration. This would be an expansion of existing Parks Dept. owned property.
16. Old Maple School Elementary Park – Acquire property from Seattle School District and develop a neighborhood children's play area. Develop a detention/habitat area at northeast corner of site to improve flooding and erosion downstream and protect headwaters of tributary to Thornton Creek.
17. NE 98<sup>th</sup> Street End – Develop as a pocket park for neighborhood with native plants, access point to view Willow Creek. Stabilize steep slopes through revegetation and natural structures.

18. **Lake City Way Greenbelt 95<sup>th</sup> to 98<sup>th</sup>** -Acquire or protect through other means. Remove invasives and add Conifers to recreate urban forest succession, stabilize slopes, and provide a portal entry to Lake City commercial areas.
19. **Pedestrian Corridor on NE 123<sup>rd</sup> from 35<sup>th</sup> Avenue NE to Lake City Way** – Restore pedestrian safety through sidewalks and curbs, and enhance with street trees and planted areas.
20. **Pedestrian Corridor on NE 1 35<sup>th</sup> to Cedar Park from Lake City Way** – Restore pedestrian safety through sidewalks and curbs, and enhance with street trees and planted areas.
21. **Work with Tenney Toyota** to daylight Little Brook Creek and incorporate into landscape at NE 135<sup>th</sup> and 32<sup>nd</sup> Ave NE. Create stronger pedestrian spaces along edges of her commercial properties.
22. **Improve the NE 125<sup>th</sup> and 33<sup>rd</sup> Ave NE Detention Pond** by developing habitat, replacing chain link fence with aesthetically pleasing and artistic fencing, and developing public use through trails and seating.
23. **Provide pocket parks along Burke Gilman Trail** and restore planted areas along trail from encroachments.
24. **Acquire** or use other methods to develop pocket parks in the northwest quadrant.
25. **Develop and implement a street tree master plan** that includes other pedestrian amenities and street furnishings for the Planning Area with emphasis on the length of Lake City Way and the Civic Core.
26. **Identify and use street ends on NE 1 30<sup>th</sup> and NE 1 35<sup>th</sup>** as view spots over Lake Washington.

#### *OPEN SPACE PROGRAMS*

1. **Educational Program for Business Owners** – Promote planted areas around businesses, environmentally friendly gardening techniques, landscape design, retention and care of trees.
2. **Festivals in Our Parks Program** – To promote enjoyment and maintenance of our parks and promote ethnic heritages found in Lake City.
3. **Green Streets Fund and program** for installation of pocket gardens, planters, art, fountains, sculpture, plaza enhancements, benches, bus stop enhancements, etc.
4. **Historical Preservation Program** – Rediscovered Lake City's past through installation of historical **signage**, restoration and reinstallation of historical artifacts and events that promote Lake City's history. Develops educational workshops and school curriculum.

5. Recycle Programs, Anti-Graffiti programs, and Adopt A Street programs for trash pickup in parks, keeping drainage systems clear of leaves and trash, and keeping parks and buildings free of graffiti.
6. "After Hours" Program - Parking lot recreation programs and agreements with schools and businesses who can make parking lots available during hours when they are closed for business.
7. Food Share Program from private and public gardens and orchards.
8. Open Space Land Trust – for local businesses and residents who want to donate property or funds for development, acquisition, and maintenance of open spaces and park.
9. Stream and Street Tree Fund – development within the Planning Area contributes to a fund that would support street tree planting and stream restoration efforts.

#### 4.7 HUB URBAN VILLAGE BOUNDARY CONSIDERATIONS

In deciding where to place the HUV boundary, the planning Committee looked at three proposals shown in the map below:

The City of Seattle Comp Plan proposed boundaries;

Planning Effort Large HUV Option;

Planning Effort Small HUV Option.

Option 1 was prepared by the City of Seattle and presented in the Comprehensive Plan. The precise location of the proposed boundary was drawn somewhat arbitrarily; straight lines were used for simplicity where possible. It was intended to include commercial and multi-family zoning between NE 120<sup>th</sup> Street and NE 145<sup>th</sup> Street, as well as some single family zoning which would be eligible for cottage housing development.

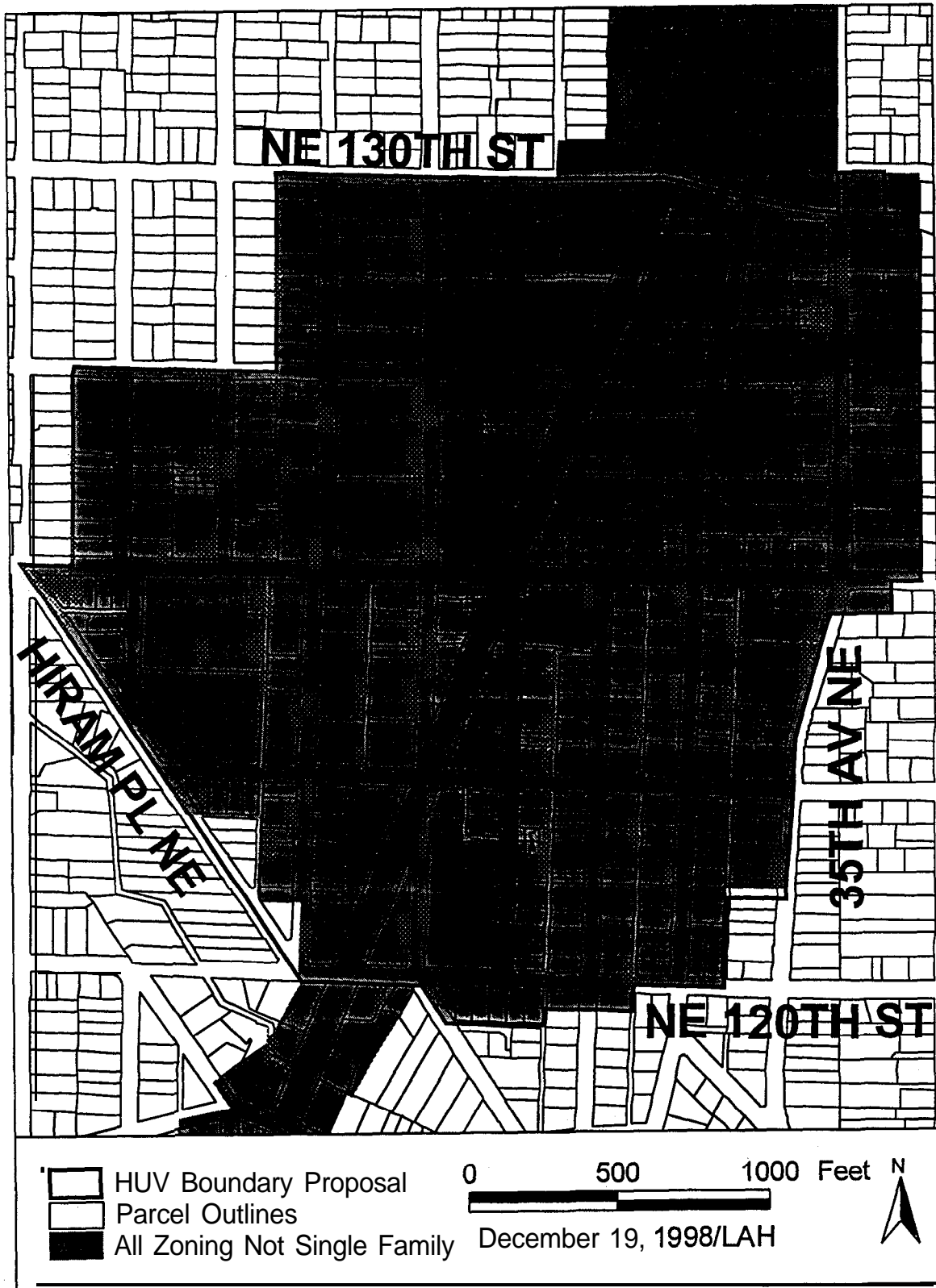
Planning Committee volunteers thought that the boundary needed to be **well-**defined using as much detail and logic as possible, including our intentions as to what the boundary represents and how it should be used. Further, when defining the area within which growth is to be contained, it is crucial to define areas of transition between land uses of different zoning, scale and character, to protect our single family housing. We reasoned that what happens on each side of the boundary is as important as what happens within the boundary; and, as a result, the actual boundary should be drawn parcel by parcel.

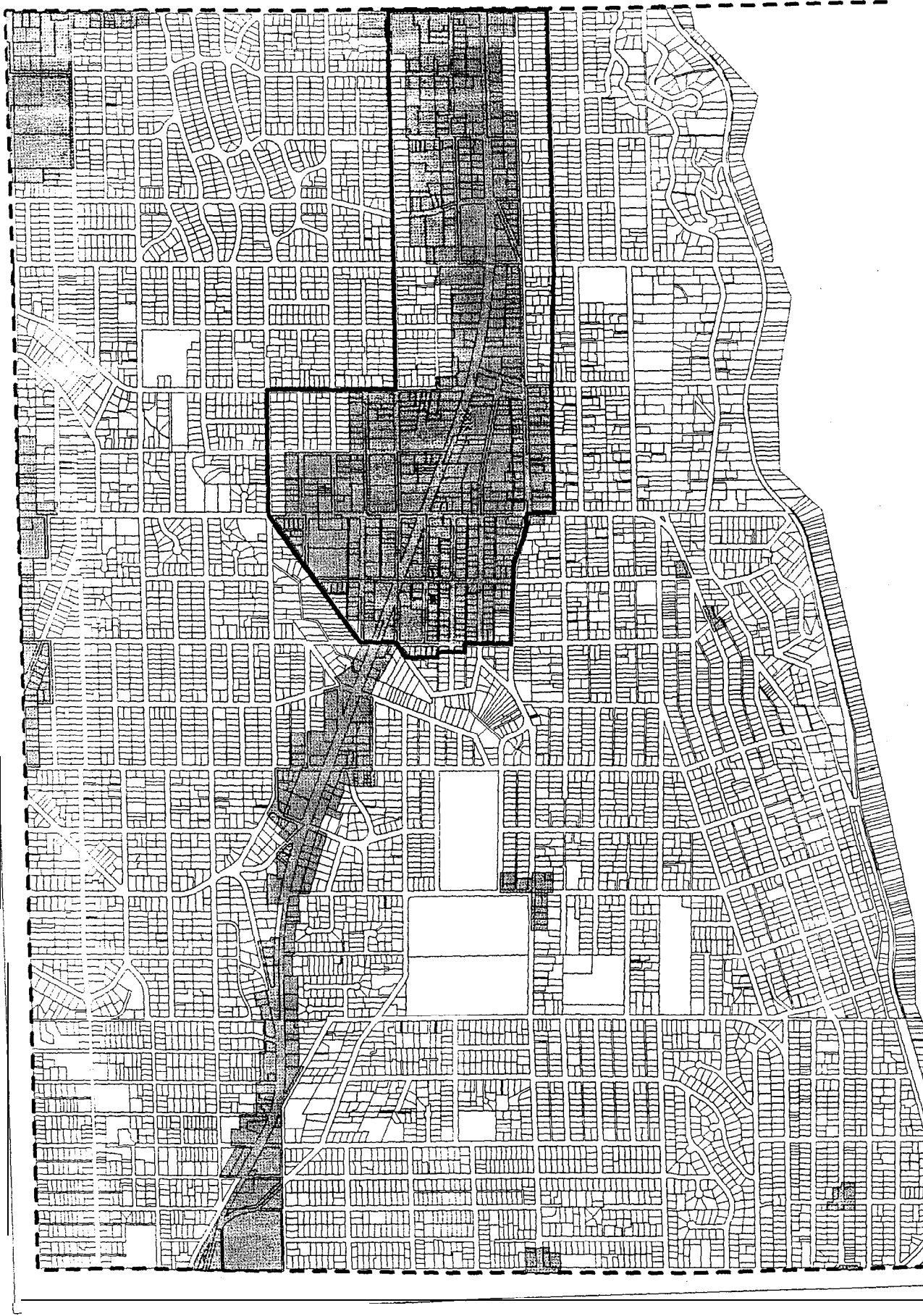
The general boundary description of Option 2 was the area bounded by NE 145<sup>th</sup> Street, NE 1 10<sup>th</sup> Street and generally along the boundary between single family (SF) and other zoning to the east and west.



Option 3 provided a counterpoint to Options 1 and 2. This boundary encompassed a smaller area that would still meet the City's requirements for a Hub Urban Village and provided for construction of the number of households set out by the City as our neighborhood's "share" of the projected population growth for Seattle by the year 2014 (approximately 1,400 households). Of note, all three options meet the requirements of a HUV as given by the Comprehensive Plan as did our final choice



During Validation there were repeated requests for more information concerning the HUV. This was not surprising considering even the volunteer planners were divided on the issue. Much of the debate stemmed from the inability for the City, planners, or anyone else to clearly articulate exactly what the **HUV's** consequences were (See Appendix 4.10, City Responses).


Finally on December 1<sup>st</sup>, 1998 after holding yet another HUV Workshop, a straw vote was taken wherein it was clear that the current choice (Small Boundary minus selected single-family parcels) was preferred. This boundary option was formally chosen at the December 15<sup>th</sup>, Planning Committee Meeting.

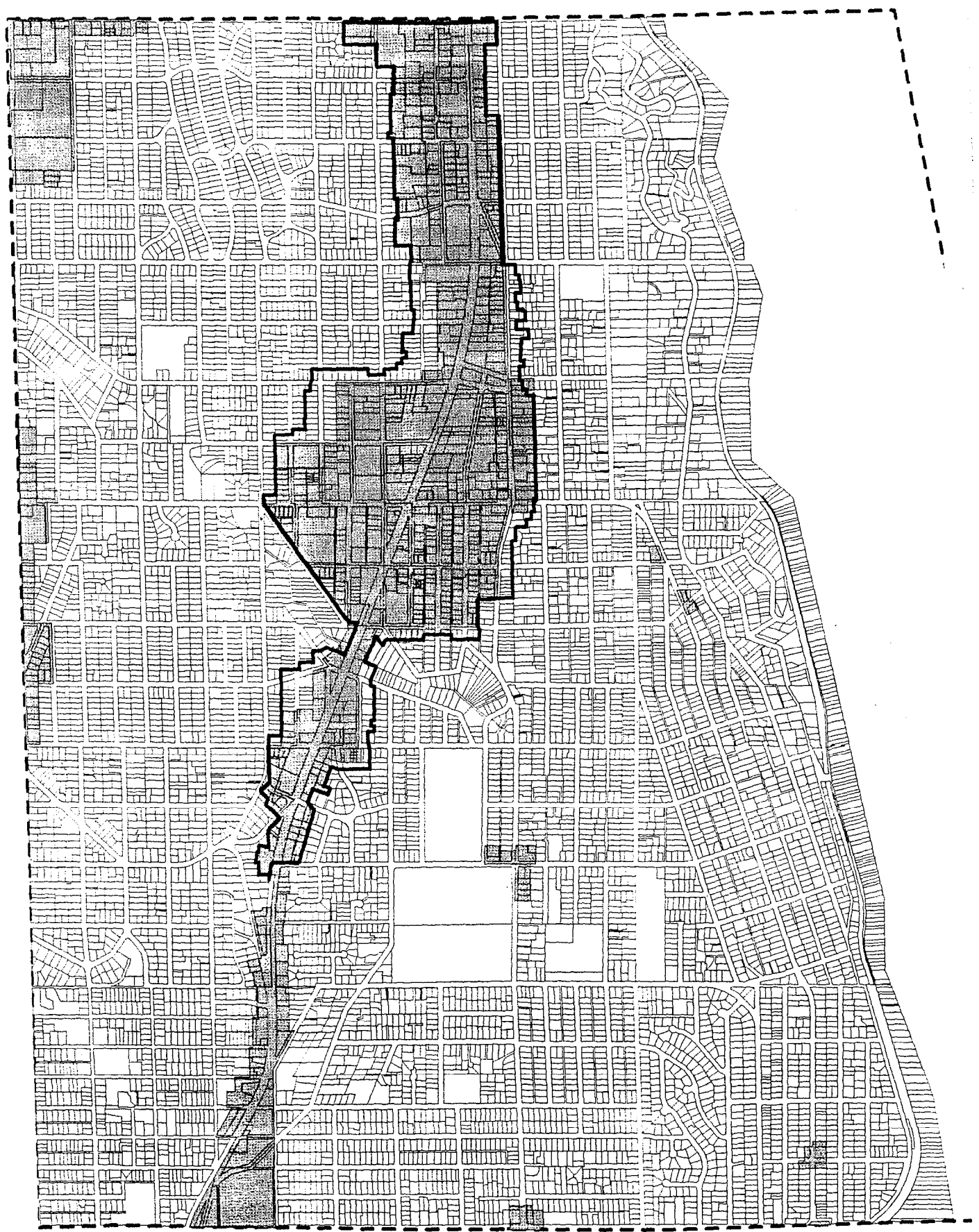




 City Proposed Boundary  
 Parcel Outlines

 All Zoning Not Single Family  
 Planning Area Boundary

0 1000  
  
November 9, 1991



Large Boundary Proposal



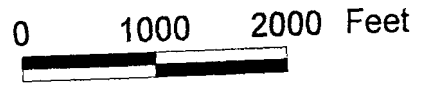
All Zoning Not Single Family



Parcel Outlines



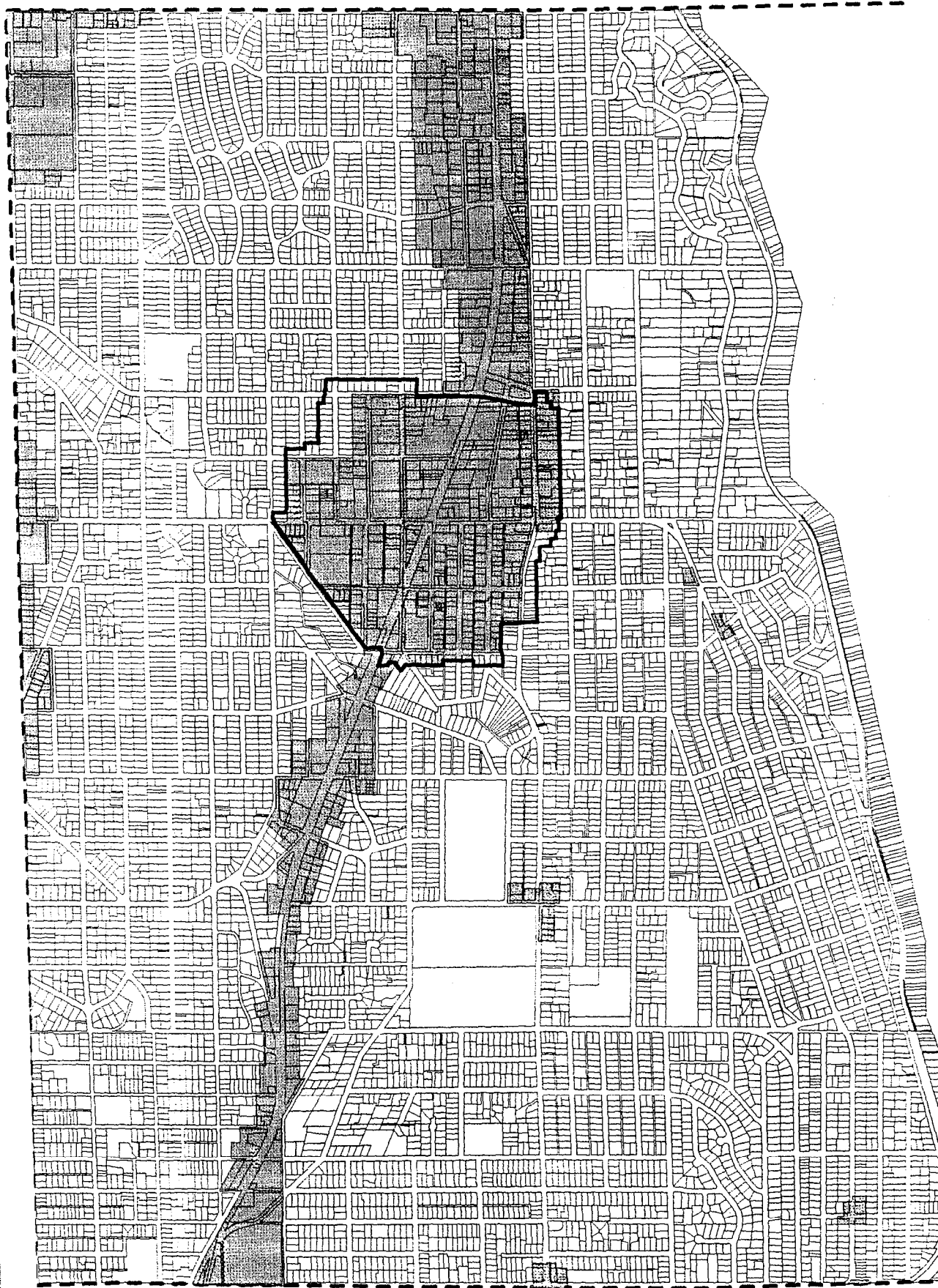
Planning Area Boundary







November 9, 1998/LAH







-  Small Boundary Proposal
-  All Zoning Not Single Family
-  Parcel Outlines
-  Planning Area Boundary

0 1000 2000  
November 9, 1998



With the primary goal of preventing development within the HUV from negatively impacting single family residences outside of the HUV, the following objectives guided the development of boundary location criteria:

- 9 Keep higher density development within the Hub Urban Village boundaries.
- 9 Require a smooth [aesthetically pleasing?] transition between zoning types.
- 9 Encourage a similar appearance of development on both sides of a street to encourage continuity in the feel of a community.
- 9 Require adequate and pleasant transitions between properties along the boundary.
- 9 Provide a smooth transition in the feel and physical texture of a community across a change in topography.
- 9 Encourage the mixing of residential development in neighborhood Commercial zones.
- 9 Allow owners of single family parcels within the boundary to benefit from use of the Residential Small Lot Zone for either detached mother-in-law or cottage-style housing, provided such development will not negatively impact the adjacent properties.
- 9 With exceptions for new transit stops, discourage upzoning of any parcel in the Planning Area, as our community has more than enough capacity to absorb growth estimates.

Given the above objectives, the following boundary location criteria were developed:

- 9 Generally along the boundary between single family (SF) and other zoning to the east and west, as modified below.
- 9 Where long single family parcels have been subdivided, include within the boundary, only the parcel adjacent to the street. Exception: If the back lot is adjacent to or within a zoning category higher than single family, include the back lot as well.
- 9 Include the whole parcel for long, un-subdivided single family parcels that are along the boundary.
- 9 If the difference in potential build-out, between a single-family parcel and the parcel across the street or adjacent to the lot is significant, include the single-family lot within the boundary.
- 9 On flat streets, place the boundary along the back lot line of a parcel.
- 9 Include parcels that lie on a major bus route, particularly if it is in a mixed zone area.
- 9 Include parcels that lie across the street from undeveloped higher density zoning.

- 9 Place the boundary along the centerline of streets where natural breaks in topography provide an adequate transition between zoning types.
- 9 Place the boundary along the back edge of a parcel where natural breaks in topography provide an adequate transition between zoning types and the street feels strongly single family on both sides of the street.
- 9 Locate the boundary along the street centerline when a major arterial creates a natural transition between zoning types from one side of the street to the other.
- 9 On flat streets, where the transition between zoning types is very abrupt, extend the HUV boundary outward from the Civic Core, if it will not negatively impact the feel of the existing single-family neighborhood.
- 9 If the single-family parcel is near the Civic Core, in a high-density area, or in a logical place for mother-in-laws or cottage-style housing, include the parcel.
- 9 Exclude single family parcels that are difficult to access safely due to high traffic volume on the access streets.